

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of exceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.

Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.

have just received

ex Steamers "BENEDI" and "GANGES"
their first shipments of

XMAS CONFECTIONERY

Consisting of:—

CHOCOLATE CREMES, VANILLA PRA-

LINES, SUGARED ALMONDS, BURNT

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIANES,

&c., &c., &c.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON,
GUAVA, RASPBERRY, STRAWBERRY,
PLUM, &c.

CALLARD and BOWSER'S
BUTTER, SCOTCH, ALMOND 'ROCK' and
EVERTON TOFFEE.

CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS,
ALMONDS AND FIGS.

FANCY BOXES.

A large and varied Assortment of
ARTISTIC DESIGNS.

XMAS CARDS,
ENGLISH, JAPANESE and CHINESE,
a splendid selection.

TOM SMITH'S CRACKERS,
A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 10th November, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to the Manager.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
Within the columns of the Hongkong Telegraph, will always be open for the free discussion of all questions affecting public interests. It must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, NOVEMBER 30, 1892.

THE KOWLOON OBSERVATORY.

The main features of the frequent discussions which have taken place during the past two years in the public press, the Legislative Council and elsewhere, as to the utility or otherwise of the Kowloon Observatory, have been the open expression of unreasoning individual prejudices and the unfair and biased attempts to throw obliquely on Dr. Doxрак's No trustworthy evidence has ever been forthcoming to show that the Director of the Observatory has failed in any important particular to properly and efficiently fulfil the duties for which he was originally engaged, and no argument worthy of the name has ever been advanced that he is not a most skilful and painstaking meteorologist and scientist. As a matter of fact this officer has been most ungenerously abused all round for alleged shortcomings in his hyponym predictions, for which he can in no way be held responsible, and for devoting an immense amount of time, labour and arduous research in working up and compiling scientific statistics. If we mistake not it was his special knowledge of the work last named, which led to Dr. Doxрак's engagement in England for his present position.

There may have been, there may be now, ample grounds for attacking the Observatory; but there can be none for vilifying the Director. He has merely

done the work for which he was originally appointed, and stands free from blame. We quite agree that, so far as the taxpayers of Hongkong are concerned, the compilation, printing and publication at great expense of huge quantities of meteorological statistics, is a lavish waste of public money which ought to have been checked long ago. There can be no obligation on this already terribly over-taxed community to provide these statistics to British and foreign scientific bodies, and to Hongkong they are and always have been utterly useless. What the colony requires, and all that was originally asked for from the Government, is an Observatory to provide us with storm warnings, to indicate the state of the weather along the coasts of the China Sea, and to herald the approach of the dreaded typhoon; and we venture to say, without fear of contradiction from any competent or reliable navigator, that Dr. Doxрак has performed this part of his duty carefully and well. There has been plenty of grumbling at the frequent hoisting of the storm signals, and no doubt errors of judgment and mistakes in calculation have been made at the Observatory; but it has been no fault of Dr. Doxрак's that the typhoons have given Hongkong a wide berth and carried death and destruction in other directions; and taken as a whole, his indications and predictions have been most creditably accurate. It is always better to err on the safe side, and in this matter we can only regret the unfortunate misunderstanding which has existed for some time, and which we believe still exists, between the Director at Kowloon and the scientists in charge of the Manila Observatory, and which undoubtedly has not been to the advantage of our local shipping interests.

However, the real question at issue is whether or not the Observatory is worth \$12,352 per annum to the Hongkong community! This sum certainly seems a large one for the amount of practical and useful work done for the benefit of this colony, and on referring to the details of expenditure published in the Estimates for 1893, we cannot but think that the total could be very materially reduced without in any affecting the efficiency of a typhoon warnings during the summer months. The colony must have typhoon warnings, and is willing to pay liberally for them, but it requires no other meteorological information. We commend this view to the unofficial members of Council, whose recent attempts to limit the wholesale extravagances associated with the official administration of Hongkong affairs has given great satisfaction throughout the colony.

TELEGRAMS.

THE INTERNATIONAL MONETARY CONFERENCE.

London, November 28th.
The Austrian and German delegates declare that, acting under instructions, they cannot agree to any modification of the "Bretton Woods" Monetary system.

France, Holland, Spain and Mexico are ready to vote in favour of the American proposals. Russia, Switzerland, Italy, Roumania and Greece have not voted, reserving their opinions. Rutherford proposes an agreement between the Powers for buying silver at a fixed price.

LOCAL AND GENERAL.

COMMODORE Bury Palmer has accepted a seat on the Committee of the "Bokhara" Fund.

THE Hon. J. J. Bell Irvine was a passenger for Shanghai this afternoon by the Canadian Pacific Co.'s liner *Empress of India*.

HIGH ART.—Chapman understands that your new painting has been awarded a very high place by the judges. Young Thillan—Yes, bang up against the roof.

ALPHONSE DAUDET says that "at forty-five a man no longer lives physically upon his income, but begins to draw upon his capital of days and of health."

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of Japan* from Vancouver arrived at Kowloon yesterday at 2.30 p.m., and left again at 10.30 p.m. for this port, via Shanghai.

"WHAT do you mean by going to press?" asked the nice girl of her journalistic admirer.

"I cannot do better than by giving you a practical illustration," said he tenderly.

RIOING at Aberdeen and Little Hongkong by the disaffected coolies employed there was expected last night, but it didn't come off, probably because the Police were too much on the qui vive.

We had quite forgotten this was St. Andrew's Day until friend Tucker of Hongkong Hotel sent us a tangible reminder in the shape of a bonnie & Haggis as ever graced a Scotch dinner table.

This oldest armchair in the world is the throne once used by Queen Matiafu, who flourished in Egypt 1600 B.C. It is made of ebony, beautifully carved, and is so hardened with age as to appear to be carved from black marble.

"Young man," said the evangelist, "do you realize that when you retire at night you may be called before morning dawn?"

"I hope so; I'm a young doctor," and I need encouragement of some kind."

FRANCE points with pride to its Tuscan colony, where there are now 32,000 French citizens and persons claiming French protection. Great results are expected from the opening of the harbor of Toulon next year and of Bizerta the year following.

THE Polo Club Sky Races, which will be held at the Race-course, Saturday next, promise to prove a great success. Fairly large entries have been secured for the various events and the racing should be of an interesting character. The first saddling will be at 1.30 p.m.

"OUIDA" is noted for the beauty of her hands and feet, which are small and exquisitely shaped, and so vain is this otherwise brainy individual that she wears in winter and summer alike, outdoors as well as in the house, this beauteous slipper and slippers which reach only a few inches below the elbow.

A FAMOUS boozier, who is also a talented piano thumper, says that a drinking song is popular should be written with a rest at every bar.

THE agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" Line steamer *Benalor*, from Antwerp and London, left Singapore to-day, for this port.

MAIDS Due:—
Singapore (Enslaved) 30th instant.
Amr. (C. of R. de Janairo) 30th
Bombay (Shanghai) 4th prox.

THE Superintendent of the P. & O. S. N. Co. informs us that the steamship *Malaya*, with the next English mail, left Singapore for this port at 5 p.m. yesterday, and is expected here about 1 p.m. on the 5th prox.

SCRAMBLES between the pirates and the French authorities along the Hong Kong region continue. Four gunboats are cruising about, and the enemy is reported to have a force of 300 rifles. Work at the coal mines is proceeding.

THE New White Star Line steamer *Gigante* will be 700 ft. long by 65 ft. 7 in. beam, of 4,000 horse-power, and capable of steaming 22 knots from port to port. It is rumored that this boat will attain a maximum speed of 27 knots, and cross the Atlantic in 4 days. She will have two masts; the third mast will be fitted similar to those in the *Maipia*; the third screw will be central and similar in position to the single screw on board an ordinary steamer. The *Gigante* will, of course, be built by Messrs. Harland and Wolff at Belfast, and it is expected that she will be ready for sea in April, 1894.

We read that the Chapter of St. Peter's Cathedral has submitted to his Holiness the Pope designs for the golden throne, which the Chapter, in co-operation with all the other Roman Catholic cathedrals of the world, will present to his Holiness. The throne is designed in Gothic form and will cost 500,000 francs. Our memory may be at fault, but we cannot remember that Jesus of Nazareth was ever presented with a golden throne, or thought such a "graven image" necessary for his magnificent work of reform. And did Peter the Fisherman indulge in such a luxury? For shame, modern "burlesques" of true religion.

A BUOY has been moored to mark the position of the sunken rock which lies about one cable to the east of Tachigami-bana, near the Mitsui Bishi Dock, in Nagasaki Harbour. The cross-bearings taken from the buoy are:—Mitsui-bana, N. 12 deg. 5 min. E. true. Eastern corner of the entrance of Kousu Dock, S. 37 deg. 25 min. E. true. Megami-bana, S. 18 deg. 5 min. W. true. The buoy is made of iron, conical in shape, painted black, and is surmounted by a cylindrical mark, the top of which stands 10 feet above the sea level. It is fixed directly to the eastward of the rock in 4 fathoms of water at low water spring tides.

TO-DAY'S SHIPPING RETURNS.

Inward.
Apenradi Steamer, from Halphong.
Davao " " Chiklang.
Halphong " " Halphong.
Canton " " Canton.
Clara " " Canton.
Aggregating 4,309 tons, register.

Outward.
Ash Steamer, for Halphong.
Sungliang " " Amoy.
Fiji " " Kaituma.
Cebu " " Saigon.
Express of India " " Shanghai.
Zelona " " Yokohama.
Fuyang " " Shanghai.
Aggregating 9,638 tons, register.

THE question as to how far the verdict of juries in the mofussil can be interfered with, raised by the Sessions Judge of Madras in a case wherein he entirely disagreed with the jury's verdict of the Madras High Court, Justice Sir T. Muthuswamy, Dyer and Wilkinson, are said to have decided. Their lordships considered under what circumstances the powers of the High Court by section 307 of the Procedure Code should be exercised. Some Judges of the Calcutta Court had held that a verdict ought not to be set aside unless "it was clearly and piteously wrong, and unsustainable, or it was established in the clearest possible manner that the jury had wholly miscarried in their conclusions." Their lordships thought all this unduly limited the powers given to the High Court by the Legislature. When a case was referred to the jury under section 307, it might exercise any of the powers it is given on appeal, under section 123. The whole case was before the Court, and it was for the Court to say whether, from the evidence, the accused should be acquitted or convicted.

LEGISLATIVE COUNCIL.

RETIREMENT REFUSED.
At to-day's meeting of the Council the Government refused to allow any reduction of salary, and the Supply Bill for 1893 was made law without alteration.

THE THREATENED STRIKE AT THE DOCKS.

THE CAUSE BILL.

There are, we regret to learn from inquiries made to-day, good grounds for some uneasiness respecting the difficulty that some unfortunates dock Company's officials and the dockers' representatives, who are now in the dock, are expected to be employed at the dock establishment at Kowloon, Sam-sui-poo and Aberdeen. It is said that on the 1st instant the Manager at Kowloon notified to the workmen that on and after the 1st proximo an alteration in their wages and hours of overtime labour would be made, as follows:—Instead of one shift of overtime being reckoned from 6.30 p.m. to 11.30 p.m., it would be calculated from 6 p.m. to 11 p.m., and the extra pay therefor, and for the day, would be fixed at 1s. 6d. and 1s. 6d. respectively. It is said that the dockers are very angry at this, and that they are determined to strike. The dockers' representatives are expected to be employed at the dock establishment at Kowloon, Sam-sui-poo and Aberdeen. 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The Share Market.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—117½ per cent. sales and sellers.
 The National Bank of China, Ltd.—on 7.10. paid up—35 per cent. dis. sales and buyers.
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.
 The Bank of Chi., Japan & the Straits, Ltd.—2½, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$20, sellers.
 Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2½ per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$82 per share, buyers.
 China Traders' Insurance Company—\$56 per share, sellers.
 North China Insurance—Tia. 225 per share, sellers.
 Canton Insurance Company, Limited—\$105 per share, sellers.
 Yangtze Insurance Association—\$102, sellers.
 On Tai Insurance Company, Limited—Tia. 150 per share.
 Hongkong Fire Insurance Company—\$250 per share, sellers.
 China Fire Insurance Company—\$87 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$30, sales and sellers.
 China and Manila Steam Ship Company—28 per share, buyers.
 Indo-China Steam Navigation Company, Limited—100 per cent. discount, sellers.
 Douglas Steamship Company—\$37 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$77 per cent. premium, sales and sellers.
 Gen. Fenwick & Co., Limited—\$144 per share, sales and buyers.
 Hongkong Hotel Company—\$23, sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 The Austin Arms Hotel and Building Company, Limited—\$41 per share, sellers.
 The Shamen Hotel Co., Limited—\$5 per share, sellers.
 Punjion and Sungle Dua Samantan Mining Co.—\$21 per share, sales and sellers.
 The Raub Gold Mining Co., Limited—30 cents per share, sales and buyers.
 New Imuris Mining Co., Limited—\$21 per share, sellers.
 The Ralmoral Gold Mining Co., Limited—nominal.
 Tongkin Coal Mining Co.—\$130 per share, sellers.
 The Jebleu Mining and Trading Co., Limited—\$510 per share, sales and sellers.
 The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.
 London and Pacific Petroleum Co., Ltd.—n/a nominal.
 China Sugar Refining Company, Limited—\$155 per share, sellers.
 Luon Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$151 per share, ex. div., sales and sellers.
 Dakin, Crickshank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$8 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$509, sales and sellers.
 The West Point Buildings Co., Limited—\$26 per share, sellers.
 H. G. Brown & Co., Limited—\$21 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sales.
 Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.
 Hongkong Gas Company—\$105 per share, sales and buyers.
 Hongkong Ice Company—\$68 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.
 The Green Island Cement Co.—\$44 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$21 per share, sales and sellers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$35 per share, buyers.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Adamson. Mr. V. Kofod.
 Mr. & Mrs. Beaumont. Mr. W. H. R. Loxley.
 Mr. Beaumont. Mr. F. M. Loxley.
 Mr. Chaudhry. Mr. W. R. Needham.
 Mr. T. Cowen. Mr. McDermott.
 Mr. & Mrs. O. Faucher. Mr. Sparrow.
 Miss Faucher. Mr. Geo. L. Tomlin.
 Mr. W. S. Harrison. Mr. Tomlin.
 Mr. Morton Jones.

Shipping.

ARRIVALS.
 APENRADE, German steamer, 611, Hohlmann, 29th Nov.—Halphong 27th Nov., General—Wielor & Co.
 DEYAWONG, British steamer, 1,057, G. Anderson, 30th Nov.—Wuhu 22nd Nov., Chinkiang 25th, Rice and General—Butterfield & Swire.
 HAIPHONG, French steamer, 874, Galliet, 30th Nov.—Halphong 24th Nov., General—Messageries Maritimes.
 CANTON, British steamer, 1,110, T. Sells, 30th Nov.—Canton 24th Nov., General—Jardine, Matheson & Co.
 CLARA, German steamer, 675, H. Ipland, 30th Nov.—Canton 30th Nov., General—Siemssen & Co.

DEPARTURES.
 November 29, Rio, German str., for Canton.
 November 29, Choyang, British steamer, for Canton.
 November 30, Ask, Danish str., for Halphong.
 November 30, Sunghang, British steamer, for Amoy, &c.
 November 30, Frey, Danish str., for Halphong.
 November 30, Orus, French steamer, for Saigon and Marseilles.
 November 30, Empress of India, British str., for Shanghai, &c.
 November 30, Ballona, German str., for Yokohama, &c.
 November 30, Peking, British str., for Shanghai.
 November 30, Don Juan, Spanish steamer, for Manila.

CLARANCES AT THE HARBOUR OFFICE.
 Argyll, British steamer, for Singapore, &c.
 Peking, British steamer, for Shanghai.
 Ballona, German steamer, for Yokohama, &c.
 Express of India, British str., for Shanghai, &c.
 Eimeralda, British steamer, for Amoy, &c.
 Guthrie, British steamer, for Macao, Timor, and Melbourne.

PASSENGERS—ARRIVED.
 Per Halphong, str. from Halphong—53 Chinese.

DEPARTED.
 Per Orus, str. from Hongkong for Saigon—Abbe Lazard, and 21 Chinese. For Singapore—Messrs. R. Gutierrez, J. B. G. Pidge, and 3 Chinese. For Colombo—Messrs. W. F. Mallico, W. E. Mallico, General and Mrs. A. C. Barnes. For Marseilles—Messrs. G. D. Philipps, B. N. Jenkins, E. J. Moss, Homberg, and D. M. B. Cortijo. From Shanghai for Saigon—1 Chinese. For Singapore—Mr. and Mrs. Shapley, and 1 Indian. For Marseilles—Mr. and Mrs. J. Harmon and 3 infants, Miss F. E. Wright, Lieut. Costello, Messrs. J. H. Soumyer (Belgian Minister), Butler, J. H. Craven, J. Ruster, Larana, and E. C. Garwood. From Yokohama for Saigon—Mr. and Mrs. Aase, Mrs. Omita, Messrs. K. Takagi, Kawai, and 2 Japanese. For Singapore—Messrs. T. K. Takagi, Tachibana Senouki, Sakurai Senouki, and Kaneyama Tomokichi. For Marseilles—Messrs. Nissi, M. Eason (Wilkinson) and K. Koka. From Kobe—Mr. and Mrs. Mitsu. Miss Hamstoh, Messrs. Takahashi, Saka, Nakagawa, Hajime, Kawachi, and Yoda. For Marseilles—Messrs. Midon, Abbe Maron, and C. Lindo.
 Per Empress of India, str. for Shanghai—Mr. and Mrs. Bell-Irving and infant, Mr. and Mrs. Fielding Clarke, Mrs. Inchbold and child, Messrs. Yeep Sing and Hong Ham Slog, For Vancouver—Messrs. D. E. Brown, Wm. Oakley, and Hugh S. Ross. For San Francisco—Mr. Shuttleworth. For Buffalo—Miss Rosa. For London—Messrs. A. Gregory and H. W. Rolfe.

REPORTS.
 The British steamship Deuyawong reports that she left Wuhu on the 22nd instant, and Chinkiang on the 25th. Had strong monsoon and high sea with fine weather.

Post Office.

A MAIL WILL CLOSE.
 For Singapore, Batavia, Samarang, and Sourabaya—Per Shantung to-morrow, the 1st Dec., at 11.30 A.M.
 For Shanghai, Kobe, Yokohama, Victoria, and Tacoma—Per Tacoma to-morrow, the 1st December, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.
 AMOY, German steamer, 671, Wolf, 26th Nov.—Amoy 25th Nov., Ballast—Ed. Schellhaas & Co.
 ARVILL, British steamer, 1,886, Williamson, 26th Nov.—Amoy 25th Nov., General—Doddwell, Carlill & Co.
 BARON DOWLING, British steamer, 1,725, Russell, 24th Nov.—Batsum 8th October, Petroleum—Jardine, Matheson & Co.
 COSMOPOLIT, German steamer, 551, W. T. Schaefer, 27th Nov.—Hollo 23rd Nov., Sugar—Wielor & Co.
 EIMERALDA, British steamer, 666, G. A. Taylor, 27th Nov.—Manila 24th Nov., General—Shewan & Co.
 GUTHRIE, British steamer, 1,494, P. Helms, 26th Nov.—Kobe 22nd November, General—Gibb, Livingston & Co.
 G. G. Jacob, Dutch steamer, 1,801, A. J. de Bladine, 27th Nov.—Java 14th November, General—Jardine, Matheson & Co.
 GLUCKSBERG, German steamer, 918, P. Thomson, 18th Nov.—Salgon 12th Nov., Rice and Paddy—Melchers & Co.
 HOLLAND, German steamer, 1,103, J. Bruha, 26th Nov.—Salgon 21st Nov., Rice and General—Wielor & Co.
 HUPPE, British steamer, 1,845, S. Q. Bell, 19th Nov.—Canton 6th November, Sugar—Butterfield & Swire.
 MICHAEL JARNEY, German steamer, 710, J. C. Mathieson, 26th Nov.—Canton 26th Nov., General—Chinese.
 NAMOA, British steamer, 863, T. Harris, 26th Nov.—Fochow 24th Nov., Amoy 25th, and Swatow 28th, General—D. Laprak & Co.
 OCEANIC, British steamer, 1,808, W. M. Smith, R.N.R., 20th Nov.—San Francisco 25th Oct., and Yokohama 15th Nov., Mails and General—O. & O. S. S. Co.
 OORIVA, British steamer, 410, Hamilton, 23rd May—Singapore 16th May, General—Butterfield & Swire.
 POLLUX, German steamer, 893, J. Gelfand, 20th Nov.—Moff 14th Nov., Coals—Mills and Blah Colliery.
 PROPOSITS, British steamer, 1,387, W. H. Farrand, 23rd Nov.—Kutchinota 18th Nov., Coals—Arnold, Karberg & Co.

HONGKONG—STEAMERS

Continued.
 PROTON, German steamer, 1,056, H. Johansen, 24th Nov.—Moff 19th November, Coal—Wielor & Co.
 SHANTUNG, British steamer, 1,853, H. D. C. Frampton, 20th Nov.—Swatow 28th Nov., General—Butterfield & Swire.
 SIAM, British steamer, 991, Walter Nicor, 28th Nov.—Bangkok 19th Nov., Rice and Teak—Klin Tye Loong.
 TACOMA, British steamer, 1,771, J. R. Hill, 20th Nov.—Doddwell, Carlill & Co.
 TAILER, German steamer, 828, Calender, 29th Nov.—Dell 21st Nov., Ballast—Mayer & Co.
 VELUX, German steamer, 636, H. R. Gontard, 28th Nov.—Canton 28th Nov., General—Wielor & Co.

SAILING VESSELS.
 ALBANIA, British ship, 1,438, W. S. Brownell and Oct.—New York 7th May, Kerosene Oil—Reuter, Brockelmann & Co.
 DOROTHY, German bark, 620, H. M. Moeller, 6th Nov.—Liverpool 22nd July, Coals—Master.
 E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals—Geo. R. Stevens.
 HARYARD, American bark, 982, L. A. Colcord, 25th Nov.—Singapore 21st Oct., Timber—Master.
 NAM-SOON-SING, Chinese schooner, 300, Luk Lai-long, 24th August—Yoo-on 11th Aug., Timber—Yung Kee.
 NICOVA, British bark, 595, T. Norris, 16th Nov.—Bangkok 5th November, Timber—Wielor & Co.
 SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil—Jardine, Matheson & Co.
 SANTA CRUZ, American schooner, 92, H. W. Burke, 29th Oct.—put back, General—Wielor & Co.
 SIOWA, Norwegian bark, 1,512, A. Aase, 22nd Nov.—Shanghai 16th Nov., Ballast—Order.

XENIA, American bark, 1,135, L. D. Smith, 3rd Nov.—Sydney, N.S.W., 3rd Sept., Coal—Order.

For Sale.

FOR SALE.
 DUC DE MONTEBELLO CHAMPAGNE.
 \$26.00 per case—6 Magnum (Dry).
 27.00 do. 6 do. (Extra dry).
 27.00 do. 12 Quarts (Dry).
 26.00 do. 12 Pints (do.).
 26.00 do. 12 Quarts (Extra dry).
 27.00 do. 12 Pints (do.).

BRANDY.
 \$7.50 to \$66 per case of 1 dozen quarts.

CLARETS.
 \$6 to \$42 per case of 1 dozen quarts.

FRENCH BEER, WHITE WINE, &c., &c.
 Price list on application.

M. S. SASSOON & Co.,
 Agents for P. MIGNARD, Esq., Shanghai.

Hongkong, 25th November, 1892. [1172]

THE GOOD S. S. "PEKIN" and S. S. "KWONG-MO."
 For Particulars apply to

SUI KEE CHAN,
 53, Bonham Strand West.
 Hongkong, 14th November, 1892. [1130]

THEY LEAD THEM ALL.
THE CELEBRATED

CALIFORNIA WINES,
 from the well-known Vineyards of Messrs. KOHLER and VAN BUREN, San Francisco, and JULIAN P. SMITH (Olivine) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co.,
 Commission Merchants,
 No. 30, Water Street,
 Yokohama.

Yokohama, 12th August, 1892. [844]

FOR SALE.
THE SCHOONER "MONTARA,"
 AS SHE NOW LIES IN WAD-MAT BAY.

Length 75 feet.
 Beam 17 feet.
 Depth of hold 7½ feet.
 Registered Tonnage 75 tons.
 (Owing to recent alterations the carrying capacity of the Montara has been increased to about 100 tons dead weight.)

The Montara was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled and experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH,
 6, Pedder's Hill, [525]
 Hongkong, 17th May, 1892.

FOR SALE.
THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHUNG,"
 AS THEY LIE AT ABERDEEN DOCK.

The Engines of the Chop-Chung were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 30½ and 38½ dia., with a stroke of 26½ and 31½ dia. at the journals. The H.P. Piston Rod is 3½ and the P. 3½ dia. The Piston and Connecting Rod bolts are 2½ dia. Air Pump 14½ dia. by 13 stroke, Single Acting Circulating Pump 8½ dia. by 13 stroke, and Double Acting Food and Blige Pump (each 8½ dia. by 13 stroke).

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Domes on top. Its dia. is 10ft. 2½ by 9ft. 10½ long, external measurements. Furnaces, 28½ dia.; Domes, 44½ dia. by 4ft. high; Tubes, 1½ in. number by 6 ft. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Dock.

For further particulars, apply to

R. FRASER-SMITH,
 6, Pedder's Hill, [525]
 Hongkong, 17th May, 1892.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
 Oceanic Friday, 2nd December.
 Gaik Tuesday, 20th Dec.
 Balte (via Honolulu) Thursday, 19th Jan., '93.

THE Steamship "OCEANIC"
 will be despatched for San Francisco, 6th Yokohama, on FRIDAY, the 2nd December, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. } \$225.00
 To Liverpool and London 125.00
 To Paris and Bremen 125.00
 To Havre and Hamburg 125.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.

Kansas City, Mo., Omaha, Neb. 225.00
 St. Louis, Mo. 225.00
 St. Paul, Minn., Minneapolis, Minn. 225.00
 Chicago, Ill. 225.00
 Milwaukee, Wis. 225.00
 Cincinnati, Ohio 225.00
 Columbus, Ohio 225.00
 Detroit, Mich. 225.00
 Cleveland, Ohio 225.00
 Toronto, Canada 225.00
 Pittsburgh, Penn. 225.00
 Niagara Falls, N.Y., Buffalo, N.Y. 225.00
 Washington, D.C., Baltimore, Md. 225.00
 Montreal, Canada 225.00
 Philadelphia, Penn. 225.00
 New York 225.00
 Boston, Mass. 225.00
 Portland, Maine 225.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Central Lines, Central Pacific, Northern Pacific, and Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50
 12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 23rd November, 1892.

Hotels.

PEAK HOTEL.
 OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.
 The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—

One person, one month \$50.00
 Married couple (occupying one room) per month 85.00
 One person, per day 2.50
 Married couple per day 4.50

For full particulars apply to

VICTORIA HOTEL.
 Hongkong, 25th October, 1892. [844]

WINDSOR HOTEL,
 (in Connaught Buildings),
 QUEEN'S ROAD, HONGKONG.

THE Windsor Hotel heretofore carried on in removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor, Hongkong, 23rd August, 1892. [1845]

HAUENSTEIN'S HOTEL,
 A.M.O.Y.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
 Proprietor.

Amoy, 1st September, 1892. [1845]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
 City of Rio de Janeiro Saturday, 10th Dec.
 City of Peking Saturday, 31st Dec.
 China Tuesday, 10th Jan., '93.

THE U. S. Mail Steamship
 "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, 6th YOKOHAMA and HONOLULU, on SATURDAY, the 10th December, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. } \$225.00
 To Liverpool and London 125.00
 To Paris and Bremen 125.00
 To Havre and Hamburg 125.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.

Kansas City, Mo., Omaha, Neb. 225.00
 St. Louis, Mo. 225.00
 St. Paul, Minn., Minneapolis, Minn. 225.00
 Chicago, Ill. 225.00
 Milwaukee, Wis. 225.00
 Cincinnati, Ohio 225.00
 Columbus, Ohio 225.00
 Detroit, Mich. 225.00
 Cleveland, Ohio 225.00
 Toronto, Canada 225.00
 Pittsburgh, Penn. 225.00
 Niagara Falls, N.Y., Buffalo, N.Y. 225.00
 Washington, D.C., Baltimore, Md. 225.00
 Montreal, Canada 225.00
 Philadelphia, Penn. 225.00
 New York 225.00
 Boston, Mass. 225.00
 Portland, Maine 225.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Central Lines, Central Pacific, Northern Pacific, and Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50
 12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 19th November, 1892.

Hotels.

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unvaried in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Picnics prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [1480]

THE BOA VISTA HOTEL.

BISHOP'S BAY, MACAO.

THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is surpassed in the Far East.